

and a Build scenario. The No-Action land use scenario included implementation of base-line roadway improvements which are presented in Section 2.2.1 of this document. The Build land use scenario, which was utilized for all three Build Alternatives (Toll-road/Freeway, Lemont Bypass and Enhanced Arterial), incorporated the same set of base-line improvements with the respective proposed improvements.

The Chicago Area Transportation Study (CATS) prepared the ADTs for existing conditions within the Project Corridor. CATS also developed future traffic projections for the No-Action Alternative and each of the Build Alternatives based on the population and employment forecasts created by NIPC.

The NIPC socioeconomic projections are sensitive to the level of transportation infrastructure available. Thus, the Build land use scenario contains slightly higher forecasts for population and employment than the No-Action land use scenario. These socioeconomic forecasts were the primary inputs to the traffic estimates developed by CATS for this analysis. For the Build condition, the roadway network varied depending on the Alternative being examined. However, as mentioned above, the same baseline roadway improvements were assumed constant for each Alternative.

Table 2-2 identifies the land use and roadway network used for generating traffic volumes for future year 2020 traffic projections for

Table 2-2 Traffic Analysis Land Use and Roadway Assumptions		
Traffic	Land Use	Roadway Network
2020 No-Action Alternative	No-Action Scenario (Baseline)	2020 RTP – FAP 340
2020 Build Alternatives	Build Scenario	Baseline + Specific Alternative Improvements

each Alternative. Existing traffic volumes used the land use and roadway network existing in 1999. Separate traffic projections were developed for each Build Alternative.

NIPC combines the population and employment forecasts with information on the available access to transportation facilities. The modeling process then generates a land use plan that is then used by CATS to develop traffic projections. The results of these regional travel simulations were refined through CATS small area traffic forecasting process. The ADT estimates produced became the basis for evaluating all the transportation Alternatives considered in this analysis.

The population and employment forecasts for the region were evaluated with respect to the influence of regional airport planning on the Project Corridor. A comparison of developing the South Suburban Airport (SSA) versus accommodating airport demand at the existing O'Hare and Midway Airports (EAI) and not developing the SSA concluded that, while there is a difference in the land use development for each plan, the transportation effect in the Project Corridor is minimal. This can be attributed to the location of the Project Corridor in relation to the airports. Since there were minimal differences in modeled traffic projections in the Project Corridor, regardless of the airport land use selected, only one set of traffic projections was developed to present both the SSA and EAI airport Alternatives.

2.3 Land Use and Development Trends

The Project Corridor is developing in a typical suburban pattern where new residential growth radiates out from established urban areas, then in-fills areas in between. Outward expansion of older anchor communities including Joliet and Lockport has proceeded for the past 10 years. Suburban in-fill began in earnest in the 1980's and is expected to continue due to demand for affordable suburban housing, availability of developable land and proximity to job centers.

Exhibit 2-7 depicts the progression of Project Corridor development between 1990 and 1999, as well as planned development. A full-sized exhibit is included as Exhibit 1-7 in Chapter 1 of this document.

Land use for 1990 was provided by NIPC. Land use for 1999 was taken from aerial photography and verified by local governments. Planned development is undeveloped or agricultural land designated for development by current local land use plans. Table 2-3 summarizes the aerial extent of basic land use categories within the Project Corridor as scaled off the Exhibit. Between 1990 and 1999, the land area of residential and commercial/industrial land use within the Project Corridor increased by 29 percent. Adopted land use plans of Will County and the Project Corridor municipalities designate over 75 percent of the total Project Corridor lands to be developed for residential, commercial and other use.

Considerable development has occurred within the Project Corridor. Consolidated building permit data for incorporated and unincorporated areas of the Project Corridor show a rapid increase in the number of building permits issued between 1997 and 1999 (Figure 2-1).

Development between 1990 and 1998 occurred, in part, due to rapid growth and revitalization of older communities including the villages of Lemont and New Lenox where the U.S. Census recorded respective population increases of 102 and 154 percent between 1990 and 1998. Moderate housing prices, one of the principal market forces driving development within the Project Corridor, averaged \$115,000 in 1990 according to U.S. Census data. Based

Table 2-3 Project Corridor Land Use			
Category	1990 Hectares (Acres)	1999 Hectares (Acres)	Planned Hectares (Acres)
Residential	7,166 (17,708)	9,003 (22,246)	16,266 (40,193)
Commercial/ Industrial	3,515 (8,686)	4,741 (11,715)	7,460 (18,435)
Open/ Undeveloped	20,764 (51,310)	17,702 (43,743)	7,720 (19,076)

